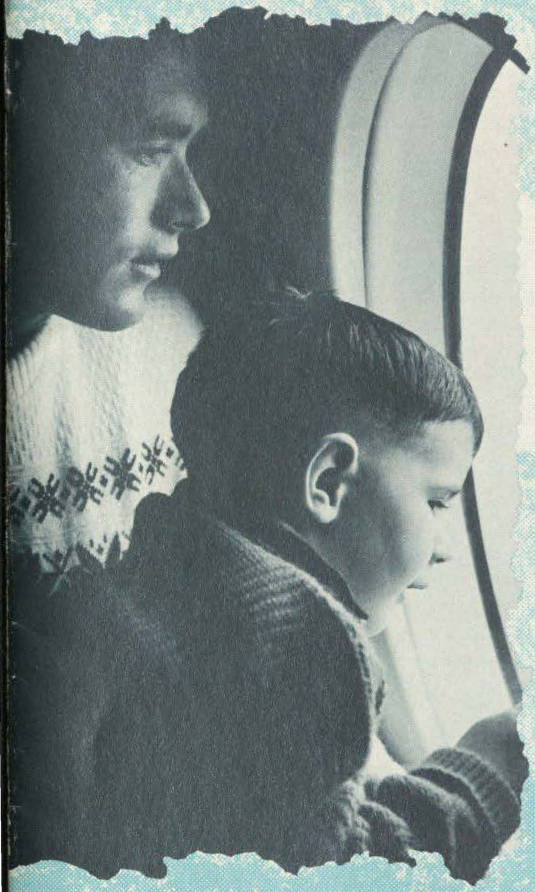
The Vanished Volcanoes



Their Jobs: Defense, Survival

Thus They Toiled; Thus They Went Away.

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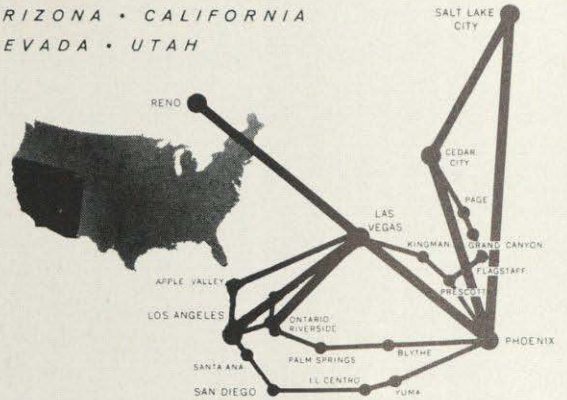

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Editor ..... Louise White

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Cover photo—Bob Smallman

WE COMMEMORATE

Ten Years Of Service

ON SEGMENT TWO

County's Long-Awaited Air Service Begins Today
Bonanza Starts Yuma Air Route
Bonanza Air Line Service Through Blythe Started.
Bonanza Air Line Starts 1st Flight Via El Centro
Airline Begins Service to L.A.

JULY 15, 1952

On a Tuesday at 9 a.m. — ten years ago — Bonanza Air Lines flight number 21 departed Phoenix for the first time, on its way to Los Angeles via San Diego and other intermediate points, inaugurating a decade of daily air service to Yuma County, Palo Verde and Imperial Valleys, and Orange County.

Colonel James C. Taylor
Commanding Officer
Yuma Test Station

CAREER HIGHLIGHTS

1940. Entered U.S. Army, 1st Cavalry Division, at Ft. Ringgold. Joined faculty of Cavalry School.

1944. With Headquarters, Ninth Army, in the European theatre.

1947. Assigned to Operations—Training Staff, U.S. Army Caribbean in Panama. Commanded 1st Battalion, Thirty-third Infantry.

1951. Assigned to Central Intelligence Agency, Washington D.C.

1956. Assigned to the staff of Combat Development Experimentation Center at Ft. Ord in California.

1960. Senior Advisor at Vietnam to Vietnamese 22d Infantry Division.

1961. Became Commanding Officer at Yuma Test Station in June.

THEIR DEFENSE,

Near the city of Yuma, seat of Arizona's Yuma County, are two of the nation's military installations whose existence will save countless lives on future battlefields — the Army's Yuma Test Station and the Marine Corps Auxiliary Air Station. At the former, almost any conceivable element related to warfare and survival might be undergoing rigid testing; at the latter, air-going Marines might be on gunnery maneuvers or making practice landings on a desert aircraft carrier.

The region around Yuma is ideally suited for these two bases. Huge, wide-open, "people-less" areas are at a premium these days; the desert area of Yuma County is one of the few places left. To the county's ten thousand square miles of arid plain, add its reputation as the sunniest spot in the U. S., and you have what the Armed Forces were searching for when they established the bases.

The test station, north of Yuma, was built during World War II to accomplish a dual purpose: testing pontoon bridges on the nearby Colorado River, and observing the tensile strength of men and equipment under searing weather conditions. Since then, except for a two-year period following the war, the station has been testing the wearabilities and aptitudes of many military items in usage, or

JOBS: SURVIVAL

proposed for use. Just about everything is tested, from diets to tanks to rockets.

When the Army (or sometimes it's the Navy or Air Force) has a question about a product's durability under the severest treatment, the test station supplies the answer — by testing that product until it finally reaches a breaking point.

Sounds destructive, but the answers gained through these tests can be a vital link to survival some day.

The Marine Corps Auxiliary Air Station is located south of Yuma, on the grounds of what was Vincent Air Force Base. Abandoned after World War II, it was re-activated with the Korean outbreak in 1951.

The Marine Corps, needing a jet-size area for air maneuvers, took over the facilities in January 1959. Since then, Marine and Navy flight crews have been practicing on the 2,250 square mile gunnery range — the largest in use by the two branches of service.

That desert aircraft carrier, mentioned in the first paragraph, is actually a jet runway, marked off — carrier length — and equipped with landing aids.

They may have to simulate a ship, but the weather lets them fly from pre-dawn to midnight — plenty of time to get in their flight hours.

Colonel Kenneth H. Black
Commanding Officer
Marine Corps Aux. Air Station

CAREER HIGHLIGHTS

1938. Entered Naval Aviation Cadet Program. Attended Pensacola. Then stationed at Quantico as pilot with Marine Bomber Squadron One.

1942. Assigned to Air Group 14, commanded Service Squadron 14, in Southwest Pacific during WW II.

1948. With Headquarters, Fleet Marine Force, Pacific theatre.

1954. Served as Assistant Officer, Plans and Operations, with the First Marine Wing Division in Korea.

1958. Assigned as the Director of Strategic Planning and Study Division of Naval War College, Newport, R.I.

1960. Assumed duties as Commanding Officer, Marine Corps Auxiliary Air Station in July.

THE VANISHED VOLCANOES

Before California's Salton Sea had risen to its present level, it was possible to visit a most interesting spot called "Hell's Kitchen", about twenty-five miles north of El Centro. Located near Niland on route 111, Hell's Kitchen was aptly named, for it was a natural curiosity of steaming geysers and miniature volcanoes of boiling mud. These mud pots were in the scorching desert section below sea level, where the summer temperature may go to 128 degrees. The day I was there, it was a cool 118!

I parked my car at the end of the road in this desolate region. Nearby, signs were posted — DO NOT DRIVE BEYOND THIS POINT. EXTREMELY DANGEROUS WALKING. STAY ON FOOTPATHS!

The paths were narrow planks, laid end-to-end, across acres of mud, between small craters five and six feet high. These miniature volcanoes looked for all the world like the pictures I'd seen of the moon's surface. The air was heavy with the pungent odor of sulfur, and as I walked along the path, my eyes watered and breathing was difficult.

Climbing cautiously up the side of a crater, I looked down to see the boiling mud form a large bubble — nearly a foot across — which burst with a "plop", like corn meal mush. Another took form as soon as that one had burst. The muddy floor of the crater exuded heat, and when I pushed a stick into the molten ground and then withdrew it, the hole instantly spouted a small plume of steam and then a bubble of hot mud.

Sometime in the past, pipes had been driven into the earth of Hell's Kitchen, in an attempt to harness the under-

OF IMPERIAL VALLEY

Story and Photos by Paul B. Wright

The author says,
"In 1936, I traded cold Michigan for warm California, covering Imperial Valley as a salesman. On weekends I visited many points in and near the valley. Now I live on the Pacific shore with my wife and college-student son, and often long for the warm sunshine of Imperial Valley."

ground energies. But the steam's impurities had made these efforts useless. Great banks of steam were roaring out of the abandoned pipes — graphic evidence of the great forces below the surface. I walked as close to these steam jets as I dared, but at more than a hundred feet away, the noise was deafening and the sulfur fumes almost overpowering. Choking and coughing, and with eyes streaming, I scrambled back over the slippery planks to more solid ground, shuddering at the thought of falling into that hot, soft earth, with not a soul in sight.

After taking photos of this remarkable place, I picked my way back to the car, glad to breathe clear air again. Scraping the black mud from my shoes, I watched it turn to alkaline white as it dried.

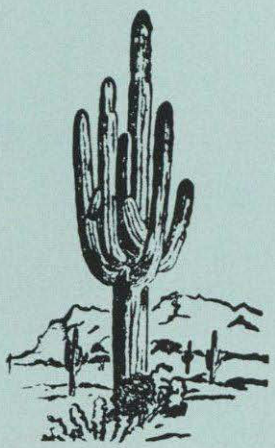
My first thought, now, was for good, cold water for my parched throat. So, in search of a drink of water, I drove back up the road, toward a fairly large, cement building. It was a dry ice plant — here in the heart of the desert!

Originally, a well had been drilled to secure natural steam power for an ordinary ice manufacturing plant. But when the well came in, instead of steam, carbon dioxide poured out. It had only to be compressed to make dry ice at 40 degrees below zero!

Hell's Kitchen — like much of the once-desolate land near the Salton Sea — has given way to time and progress. As the shoreline rose, the steaming heat of Hell's Kitchen was quenched.

Nowadays, people go to the Salton Sea to swim and sail — many of them unaware of the weird land of geysers and boiling mud volcanoes that is submerged by the waters they play in.

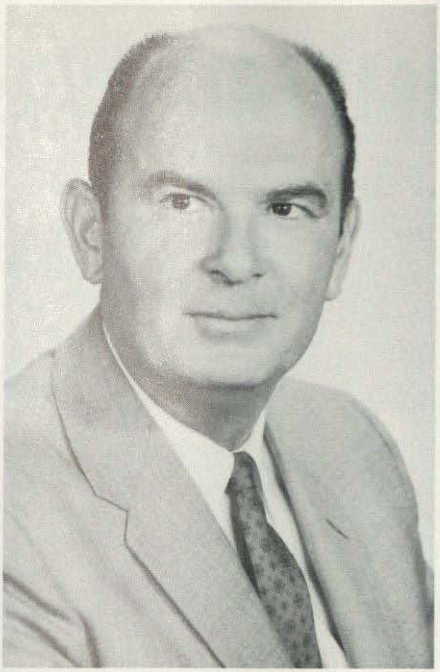
"PALO VERDE



IS AN AIR-MINDED SCHOOL DISTRICT"

says

Dr. Lawrence T. Magee
District Superintendent
Palo Verde Unified School District



Dr. Magee

When we travel on business, we usually travel by air. For this reason, although Bonanza Air Lines is not officially a member of Palo Verde Unified School District, it is so integral a part of the operations of our school system that the school board and members of the staff consider Bonanza "one of the family."

We fly because our area is not only big — it's more or less isolated. The Palo Verde Unified School District is an immense educational system, covering approximately 3,500 square miles of the desert region in Southeastern California — one of the largest districts in the United States. We operate a fleet of 23 buses, traveling over a hundred thousand miles a month, transporting nearly one-third of the pupils to and from school.

Our administration offices are in

Blythe — the city reputed to have the "longest main street in the world". The highway stretches 97 miles northwest to Indio, California and 168 southeast to Phoenix, Arizona — 265 miles of desert terrain.

Travel time by car, for personnel from the district, is on a ratio of five hours on the road to every one hour of business. Time is money, and it would be too costly to send personnel to important educational meetings and institutes, were it not for Bonanza's service to Blythe.

The school district provides an excellent college extension program, through the use of air service. The courses are taught by professors from the University of California at Riverside and the University of Southern California. Time would not allow the educators from these universities to conduct their classes in the district if they had to travel by car. Thus, Bonanza participates in making our college extension program possible and very workable.

Each year, we must employ between 25 and 30 new teachers. Because California colleges and universities graduate less than one-half of the teachers needed in the state, most school districts conduct extensive recruitment programs in other states. It is exceedingly difficult for an isolated community, like Blythe, to compete for, and attract, top quality instructors unless the prospective teachers know the community.

Here again, air service has played a very important role. In addition to our teachers coming from San Diego State College and the University of California at Riverside, many of them are from Arizona State University at Tempe, Arizona State College at Flagstaff, University of Nevada at Reno, University of Utah at Salt Lake City and Utah State Teachers College at Cedar City — all these schools are in cities with direct service on Bonanza.

There are also a dozen or so colleges, in cities within a 20-mile radius of Bonanza stops, from which our district gets teachers — primarily because we can recruit by air. Prospective instructors from these colleges and universities can fly down and visit our community in a matter of hours, or sometimes even minutes. It is the fastest and easiest way for them to learn about our school system, to discover our fertile valley in the desert, and to make the decision to join our staff.

The Palo Verde Unified School District could operate without Bonanza, to be sure, but because of airline service, we have a more economical, more efficient, and a happier school district. Besides — we like to fly!

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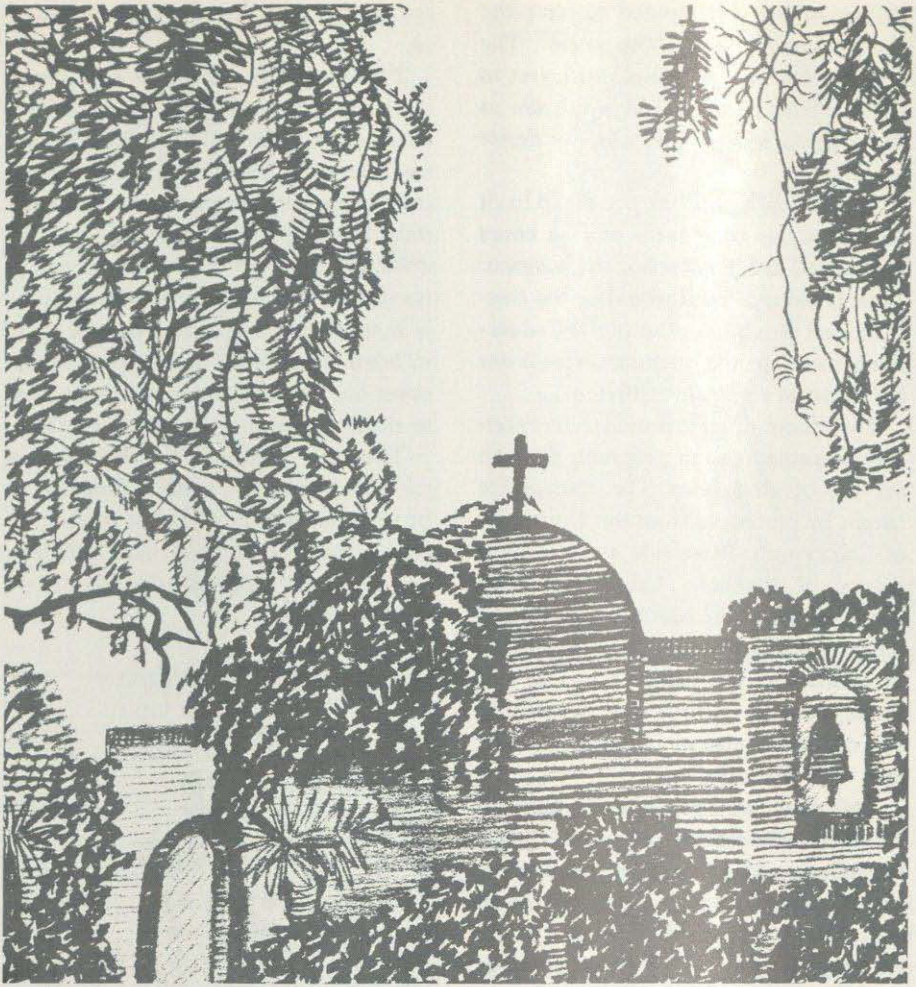


San Juan Capistrano

At the southwest tip of Orange County, in the little town bearing its name, the Mission San Juan Capistrano — once the brightest jewel on El Camino Real — basks in the soft, warm sunlight. The quiet splendor of its ruins whispers the tale of its birth and death.

Restoration of the mission was begun by Father St. John O'Sullivan, who came to San Juan Capistrano to recover his health, fifty years after the earthquake of 1812.

As he grew stronger, he repaired the little church and tidied the gardens. But the gigantic task of restoring the great church will forever remain undone.

The building of the great church, and its destruction in the earthquake, is told in the short story by Monica St. Vincent.

Thus they toiled; thus they went away.

Two days journey to the north, there is a fertile valley, where fields of wild grape cover the land. And the mustard grows tall. And the Indians are peaceful and agrarian. Go there, my son, and build a mission.

Thus spoke Father Serra to Father Lasuen.

And Father Lasuen set out from the Mission of San Diego de Alcala, to found a mission in the valley of wild grapes, which was not far from the shores of the Pacific, in Alta California.

When he came to the valley, Father Lasuen placed a wooden cross in the earth, and hung church bells from a wooden frame. And he called the Indians to him and told them of his mission.

The Indians toiled beside Father Lasuen, and they built huts to live in. And came to worship when the bells rang.

But before a chapel was built, there came word of attack on San Diego. And Father Lasuen buried the bells in the soil, and closed the mission, and returned to give aid to Father Serra.

When the attack was laid down, Father Serra journeyed with Father Lasuen to the valley of wild grapes. The bells were dug from the earth and hung again from the wooden frame. And a small church was built of adobe. And a pueblo grew near the mission.

For nearly twenty years, the people worshiped at the little church.

The padres told them stories of the Bible. And when they heard of the great temples of ancient Jerusalem, they wanted to build a temple of their own.

They found a great field of sandstone, five miles from the mission. And the men said they would haul the stone and build the church.

And the women and children wanted to help, as the women and children in the Old Testament.

The men wheeled the large stones in carretas and dragged the largest with chains. The women carried the smaller ones in their aprons. And the children carried the smallest in cloth bags.

Thus they worked, in two great lines from the mission to the quarry, singing hymns as they carried the stones.

And a mason came to help them build the church. The large stones formed the walls and the small stones filled the crevices left by the large ones.

And when they had finished, their church had six domes and the bell towers could be seen for ten miles. And the bells could be heard even beyond that. It was the finest church on El Camino Real.

And men from all along the King's Highway came to see the church and worship there.

In the patio of the great church, the women sat at their weaving. And some rendered tallow and made candles and soap in stone basins. The men made fine saddles, and others tanned hides. And these goods were used for trade with the ships that sailed into the nearby harbor.

For nine years, the people of the pueblo lived peacefully and worshiped in their great church.

Then one day in winter, on the feast of the Immaculate Conception, the bells pealed and the people gathered in their church to celebrate the feast.

As they knelt in worship, there was a great rumble, like the sound of cannon at a great distance. And the people raised their heads to look out.

And the ground began to tremble. And the walls of the great church began to sway. And the bells began to clang. And the people looked toward the great domed tower above them.

And the tower groaned loudly and rent and crashed upon them.

And when the churning of the earth had stopped, the people of the pueblo buried their dead. It was a day of great sorrow. And the people said Mass in the little church, for it was not struck down.

But the governor of California ordered that the church be sold. And the people gazed numbly at the ruins of their great church, and wept, and went away.

And the wild mustard grew tall around the mission. And the vines crept into the crevices of the ruins. And the bells did not ring for fifty years.

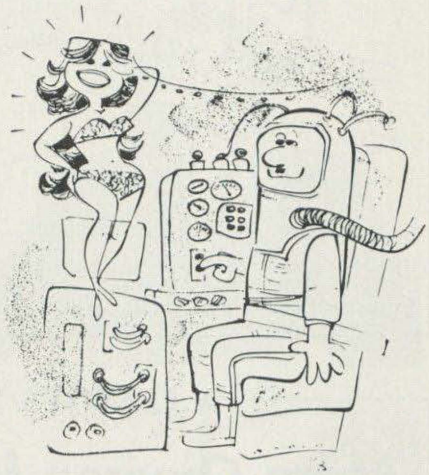
HERE COMES BONANZA!

Bonanza's Jetprop Silver Dart — Jet Age Comfort and Speed

ON ALL FLIGHTS ON ALL ROUTES

OH — THIS SPACE AGE!

Aerojet General Corporation has a delightful series of space age stories, called "Take Me To Your Reader." These stories, written by Don Bailer, tell the complex space age story — at least segments of it — with a twist that makes for easy and enjoyable reading. The following is an excerpt from the collection; illustration is by Pete Bentovoja of the Los Angeles Examiner.



Spacemen May Need Psychiatric Help

First guy with a rocket-powered couch will make a fortune in space psychiatry.

Kenneth J. Hartman, experimental psychologist at Aerojet-General Corporation, predicts the need for psychiatric help will probably be far greater in outer space than it is on earth.

The space demon that will cause much of the trouble is called "sensory deprivation" — the fact that man will be isolated from all the sights, sounds and other senses he has on earth.

Scientists have known about the effects of sensory deprivation for many years, in cases of persons isolated from normal sights and sounds for various reasons, such as shipwreck, lonely military duty, or even head or eye surgery.

In tests, they found that the person gets lonesome, bored, hostile, and has serious and bizarre hallucinations. Here are just a few of the hallucinations reported after some Air Force tests:

"The r.p.m. indicator seemed to have a little man, in a sombrero, holding an umbrella overhead."

"The place where the needle was connected began to look like little people."

"I saw a miniature Spanish soldier, in a silver helmet and yellow blouse and pantaloons."

So there is a possibility that the spaceman will wind up on the psychiatric couch to report, "I dreamed I was a Martian in my made-in-America pressurized space suit."

And the doctor will reply, "You're not sick. You're just in space."

"I don't care what they say at Cape Canaveral, Finchley, stop telling first flighters 'We've never left anyone up there yet'!"

A CHEMIST'S BREAK-THROUGH

More Oxygen from Fewer Algae

Traveling to Dayton for a Space Systems Symposium at Wright-Patterson Air Force Base on May 1, Dr. Richard W. Tew, microbiologist in Aerojet's Life Sciences Department, made ready to announce a striking new breakthrough in the use of algae to produce oxygen.

Algae, the tiny green single-cell plant life commonly seen on stagnant pools, absorbs carbon dioxide from the air and converts it to breathable oxygen.

For the designers of spacecraft that must hold men for long periods, that's an invaluable trait — but until now, any algae system for replenishing the air in a space capsule has been too big and complex to fly.

Now, Dr. Tew has developed a "controlled feeding" technique that makes an algae system eminently practical in space. It involves straining out the 5 per cent of man's exhaled breath that is carbon dioxide, and feeding it in concentrated continuous doses through an algae culture. Result: more oxygen from fewer algae.

Aerojet Booster — May 1962

DR. RICHARD TEW
. . . fewer algae, more oxygen

PROFILE: Man With A Double Life

Whenever he's off-duty, Bonanza's Prescott station manager, Foster Neil, heads for a timber-covered, 160-acre ranch, just outside of town.

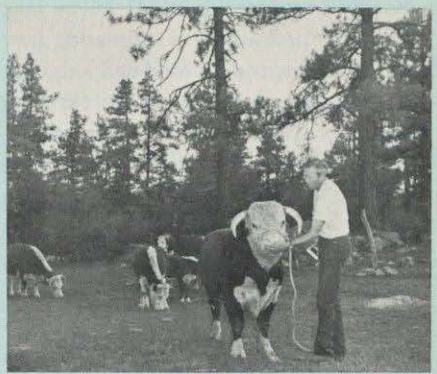
This is home. But it's more than that — it's a second way of life. Here, he exchanges the blue uniform for plaid shirt and levis — uniform of the rancher.

A tall, soft-spoken Arizonan, Neil — away from the station — is a typical son of his native state — an outdoorsman with a vital interest in animal husbandry.

As a Bonanza employee, he has 12 years with the company — 10 of them as Prescott station manager.

As a rancher, he breeds range cattle and is an expert in the breeding and training of quarterhorses, often spending his vacations at horse shows or in the company of other authorities in quarterhorse husbandry.

"Both of my herds are comparatively small," says Neil, "about hobby-size now. But by the time I am ready to retire, I'll have enough head to keep me busy full-time."



CENTER:
"El Doorknob" is fed a treat by Foster Dee.

LOWER:
Neil's teen-age daughter, Memory, began to follow in her father's footsteps at the age of five. She has a fine collection of ribbons for her efforts in quarterhorse shows.

Photos by Loret de Koevend

TIPS FOR TRAVELERS

HOW TO ENJOY YOUR VACATION

Travel can be a password to rich experience, or a roadblock to vacation fun. Which it is may depend to a large extent on how successfully you avoid these major problems dogging the traveler's footsteps.

RUNNING OUT OF MONEY: It's amazing how many travelers fail to take the simple precaution of estimating how much they'll spend on food and lodgings. If you're unsure of how much expenses will run in the area to which you are going, consult a travel agent. Some of the major oil companies also offer touring services — ask your service station man for details. Add at least 10% to your estimate, for unforeseen expenses.

LOSS OF VALUABLES: List the contents of each piece of luggage — then paste the list inside the lid. The list may help you avoid an expensive lapse of memory when you repack. Make a separate list of the serial numbers of watches, cameras and other valuables you carry. This way, if you must prove ownership against a rival claimant, you'll be more likely to win.

It might not be a bad idea to take out a "floater" policy for personal belongings. You can get a floater against loss and theft just for the length of your vacation.

And of course, the best way to avoid money loss is to take as little cash as possible and carry traveler's checks.

FATIGUE: To avoid that "I need a vacation from my vacation" feeling, try to vary your pace. A day of traveling or busy sightseeing should be followed by a day of leisurely strolling, shopping or swimming.

OTHER HEALTH PROBLEMS: A certain number of cuts and bruises — especially among the younger members of the family — are almost inevitable on an active vacation. Best "first aid" to carry on your trip — a non-alcoholic antiseptic, preferably one that won't burn, sting or stain.

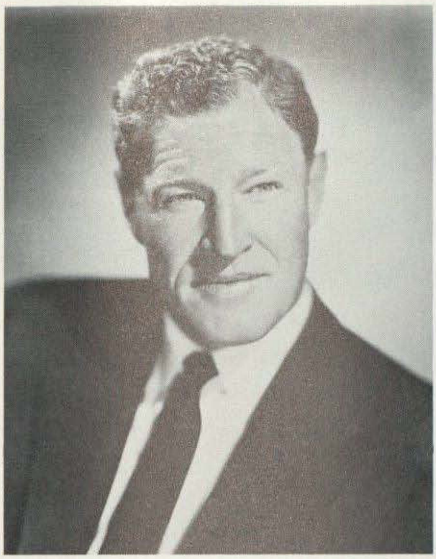
Stomach upsets, as a result of change in diet and water, erratic meals, or just plain excitement, usually respond to kaopectate which can be obtained in lightweight, unbreakable plastic containers.

And don't overlook the possibility of motion sickness — no one is entirely immune. Anti motion-sickness tablets are a good idea to carry on any trip.

If you're going to spend some time in the country, you can obtain a poison ivy "immunizer" tablet that is reported to protect against this hazard, as well as oak and sumac.

And if you're wondering if you should

fly because you are expecting a baby, have an infant to take on your trip, or are a senior citizen, you'll be glad to know that the AMA and the Aerospace Medical Association have found that air travel is not harmful to a normal pregnancy — regardless of the duration of the pregnancy. Infants seven days old or older, and senior citizens in good health, are also good air travelers as a rule.



Robert O. Reynolds, Bonanza's New Director

Robert O. Reynolds, prominent southern California businessman, sportsman and civic leader, was elected to the board of directors of Bonanza Air Lines, to fill the vacancy left by the death of W. T. Waggoner, Jr.

Mr. Reynolds, a native of Oklahoma, has been associated with radio station KMPC in Los Angeles since 1938. He is president of Golden West Broadcasters, which owns KMPC, KSFO and other radio stations on the Pacific Coast. He is past director of the Radio Board of National Association of Radio and Television Broadcasters.

Reynolds is also president of the Golden West Baseball Company, owners and operators of the Los Angeles Angels' franchise in the American League.

As a sportsman, Reynolds was first string All American in college football, and was elected to the nation's Football Hall of Fame. Playing tackle on the Stanford Varsity in 1934, 35 and 36, he played three entire Rose Bowl games without a substitution; the only player in the history of football to have done this. After his graduation from Stanford, he played professional football with the Detroit Lions for a short time.

In civic affairs, he has served on the board of governors of the Welfare Association of Los Angeles, and as a member of the advisory board of the California State Museum of Science and Industry. He is a member of the Y.M.C.A. fund raising committee, and is associated with many other organizations in the field of boys' work.

FROM THE SCRAP BOOK

by Laurie Pittman

FIFTEEN YEARS AGO

Las Vegas, Aug. 1947. BONANZA HAS 1ST BIRTHDAY . . . Bonanza Air Lines observed its first anniversary and announced that in the past 12 months it has flown more than one million passenger miles between Reno and Las Vegas. In the last year, Bonanza has increased service from 3 round trips a week to the present 6-day service. The parts department now has hundreds of parts in stock, as well as six complete engines for fast maintenance.

Bonanza Air Lines — 1947

TEN YEARS AGO

Phoenix, Sept. 1952. BONANZA 1ST TO USE NEW TERMINAL . . . Hundreds of Phoenicians joined the flow of travelers at Sky Harbor Monday to inspect the city's new air terminal on its first day of operation. The crowd was on hand at the flight gates and on the roof deck at 8:30 a.m., to watch the arrival of the first airplane to check into the new terminal. Bonanza Air Lines won the honor when its flight from Las Vegas arrived at 8:35 a.m.

Bonanza Air Lines — 1952

FIVE YEARS AGO

Apple Valley, July 1957. VALLEY WELCOMES AIR SERVICE . . . Another milestone in Apple Valley history occurred Monday, July 2, when Bonanza Air Lines inaugural flight 51 touched down at the airport on its way to Ontario and Los Angeles. Nearly 600 people gathered at the new terminal to witness the landing of the first commercial flight in the desert valley.

Kingman, Aug. 1957. LITTLE LEAGUE PROVES TO BE NAVIGATIONAL HAZARD . . . Bonanza Air Lines recently ran afoul of a unique navigational hazard at Kingman Airport — the Little League team. The boys, seeking lampposts for night games, were given permission to scout the field for any unusued poles. Later, Bonanza pilots reported the "H" marker inoperative. The set proved to be in working order, but the 5 antenna poles were neatly sawed off!

PEOPLE IN BONANZALAND

MOVIE MAKERS FROM WASHINGTON D.C.

GEORGE JOHNSTON, producer - director of Washington Video Productions, looks over the script for "BonanzaLand U.S.A."

The film company is producing wide screen, technicolor, stereophonic motion pictures of the attractions in BonanzaLand.

In the past 12 years, the firm has made pictures in sixty countries, and has many network TV films to its credit. A recent assignment was the filming of the U.S. astronaut team in training.

At Grand Canyon, the filming crew got some exciting scenes from places that even the mules wouldn't tread!

The BonanzaLand story is being produced on two films, one for use on television, and the other for theatre showings by Paramount Studios. The films will be used throughout the world as part of the "Visit the U.S.A." program.

Photos by Doug Davolt

PEOPLE IN BONANZALAND

A GOVERNMENT OFFICIAL FROM IRAN

DR. ASLANPOOR GHAHERI, the airworthiness officer for the Ministry of Civil Aviation of Iran, visited Bonanza's maintenance and operations facilities during a tour of U.S. aviation operations.

In an interview with Bonanza publicity editor, LOUISE WHITE, Dr. Ghaheri said he was especially interested in Bonanza's operations because the Friendship aircraft, used in Iran, is very similar to the F-27.

BONANZALANDERS FROM BERMUDA

(From left) MR. AND MRS. T. F. KEILL, and MAJOR AND MRS. C. M. MOORE, of Bermuda, attended the Rotary convention in Los Angeles, and then flew to Las Vegas for a three-day holiday. Mr. Keill, who is director of Bermuda Aviation Services, had to return to his business, but Mrs. Keill and the Moores were able to take advantage of a BonanzaLand tour. They toured seven stops on Bonanza's system, combining their flights with guided ground tours.

After their trip, they took time to write because they thought the tour was wonderful, and the BonanzaLand area-fare a real innovation. *Photos by John Polsgrove*

PEOPLE IN BONANZALAND

JUNIOR HOSTESS FROM APPLE VALLEY

It was Youth Day at Victor Valley High, so JUDY DIBBLE took to the air. She received pointers in the fine art of being an airline hostess from Bonanza training hostess, RUTH JORDAN. Then brunch with Bonanza's Apple Valley station manager and a round trip flight to Los Angeles International Airport. Judy topped off her day at the annual Elks Lodge Youth Day dinner.

AUTHOR WITH TRAVELERS FROM SWEDEN

DANIEL RASHALL, author of Guidebook U.S.A., autographs a copy for AKE STENER, director of a group of Rotarians from Sweden. Each one in the group received an autographed copy of Rashall's book, which contains the BonanzaLand story, as they were about to board a Bonanza flight to Las Vegas.

PEOPLE IN BONANZALAND

POLICE CHIEF FROM MAUI, HAWAII

JEAN R. LANE, chief of police in Maui, Hawaii, was greeted at McCarran Field, Las Vegas, by officer WILLIS DEISS (center) and sergeant LEN MUNYAN of the Las Vegas Police Department. Chief Lane came to the mainland to attend a district zone meeting of the International Chiefs of Police, and tour some of BonanzaLand.

Photo by John Polsgrove

BONANZA EXECS RETURN FROM JAPAN

Bonanza vice president of traffic and sales, LARRY DECKER (left), and Bonanza director, ROGER CONVERSE, discuss their recent trip to Japan with Japan Air Lines Los Angeles sales manager SHIGEO YAMADA. The Bonanza officials spent two weeks in Japan, in conjunction with JAL and the U.S. Travel Service, introducing BonanzaLand to some 120 travel agents and tour operators in the Orient.

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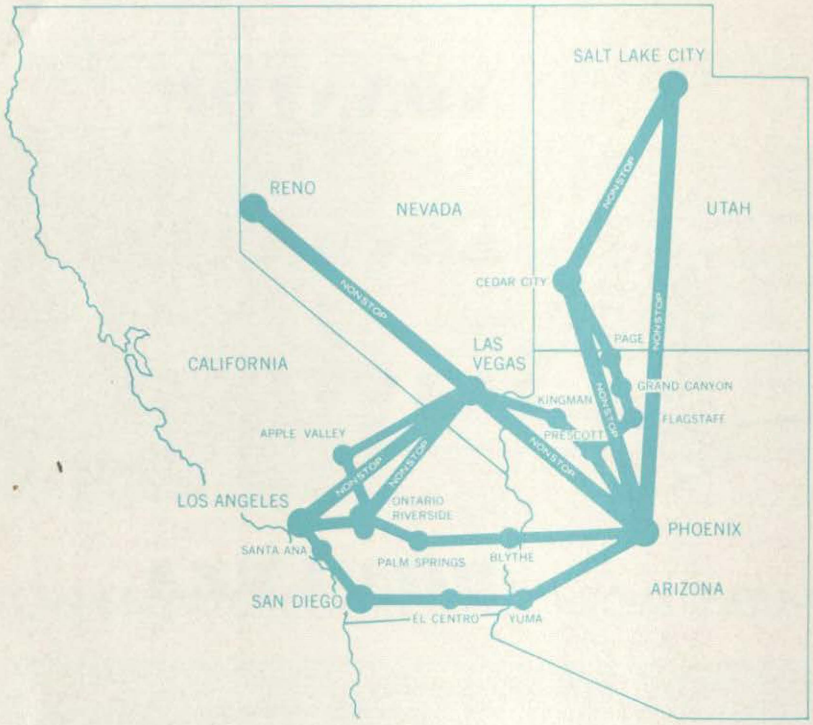

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